

FORM NO. 51.61
MAY 1949

CLASSIFICATION

SECRET/CONTROL - U.S. OFFICIALS ONLY
SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY

REPORT

INTELLOFAX 21

INFORMATION REPORT

CD NO.

COUNTRY East Germany

DATE DISTR. 26 November 1952

SUBJECT Merseburg Airfield

NO. OF PAGES 1

PLACE
ACQUIRED

NO. OF ENCLS. 1 (5 pages;
(LISTED BELOW) 3 sketches)

DATE OF IN
ACQUIRED

SUPPLEMENT TO 50X1-HUM
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE
OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50
U. S. C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION
OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PRO-
HIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

50X1-HUM

~~THIS DOCUMENT HAS AN ENCLOSURE ATTACHED.~~

CLASSIFICATION

SECRET/CONTROL - U.S. OFFICIALS ONLY

STATE	NAVY	NSRB	DISTRIBUTION								
ARMY	AIR	X									

~~THIS IS IN THE GERMANY (Russian Zone)~~

~~SECRET - CONTROL-U.S. OFFICIALS ONLY~~

30X1-HUM

BERG Airfield Sitrep - (13 Aug - 31 Aug 1952)

1. Layout: See Appendix "A"
2. Aircraft:

	16 Aug 52	18 Aug 52	21 Aug 52	26 Aug 52 (day)	28 Aug 52 (night)
(a) Number:	18	19	17	24	25
(b) Types:					
i)	7 MIG 15s	9 MIG 15s	6 MIG 15s	9 MIG 15s	11 MIG 15s
ii)	6 LA 9s	5 LA 9s	6 LA 9s	6 LA 9s	6 LA 9s
iii)	4 YAK 9s	4 YAK 9s	4 YAK 9s	5 YAK 9s	5 YAK 9s
iv)	1 PO 2	1 PO 2	-	1 PO 2	1 PO 2
v)	-	-	1 LI 2	-	1 LI 2
vi)	-	-	-	-	1 PO 2
- (c) REMARKS: The doors of Hangars 1-3 were observed to be open on 26 Aug and aircraft were observed within which resembled MIG 15s.

3. Activity:

a) By Day:

- 1) 21 Aug 52: Weather - Visibility 5-7½ miles; direction of wind at 2-4 mph - from 290°; cloud base approx 4500 ft; cloud cover 8/10. General - low pressure with ground mist.

Approx 6 MIG 15s were observed parked at the Eastern end of the runway in readiness for take-off.

NB: These MIG 15s were observed parked in the same position daily throughout the period under review.

At 0940 hrs. 2 MIG 15s took off in formation and flew off on a heading of 270°.

0943 hrs: - do -

0954 hrs: - do -

These aircraft carried out cloud flying above and below cloud in the area of the airfield and landed after approx 40 mins' flying. The aircraft taxied back to the Eastern end of the runway on landing.

At 1003 hrs, 8 personnel were observed climbing into an LI 2 parked in front of Hangar No 1. The aircraft took off at 1008 hrs along the runway and flew off on a heading of 270° out of sight, reappearing at 1223 hrs flying at a height of 1800 ft on a heading of 0900, landed and was parked in front of No 1 Hangar. The crew were not observed to disembark from the aircraft.

SECRET CONTROL-U.S. OFFICIALS ONLY

During the above flying period, 6 LA 9s and 7 YAK 9s were started up, took off together and carried out local flying throughout the day. These aircraft landed finally between 1623-1651 hrs and were parked in front of hangars Nos 1 and 2. Flying ceased for the day.

ii) 24 Aug 52: No flying took place throughout the day.

At 1705 hrs. 1 LA 2 approached the airfield on a heading of 270° and landed.

From 1710-1722 hrs. 6 MIG 15s landed on the runway, taken to the major repair hangar and were parked. These MIG 15s all carried wing tanks. No aircraft numbers were noted.

141) 26 Aug 52: Weather - Visibility 4-5 miles; direction of wind 0-0 at 1-4 mph; cloud base approx 400-500 ft; cloud cover 6-9/10. General - cloudy with front blowing up.

At 830 hrs. 9 MIG 15s were parked at the eastern end of the runway on the airfield in front of Nos 1 and 2 Hangars, together with 6 LA 9s, 5 YAK 9s and 1 PO 2.

At 0920 hrs. 2 MIG 15s took off in formation and flew off on a heading of approx 270°. After approx 8-10 mins. a single MIG 15 returned over the airfield out of cloud and flew over the airfield at approx 3000 ft before flying into cloud again.

From 1012-1016 hrs. 4 MIG 15s landed, singly, on the airfield.

Observation of the airfield was broken off at 1120 hrs, although it was ascertained that flying continued throughout the remainder of the day.

iv) 28 Aug 52: Weather - Visibility approx 7½-8 miles; direction of wind from 280° at 8-12 mph; cloud base approx 4,500 ft; cloud cover 6-10. General - variable with strong variable winds.

At 0815 hrs, 4 MIG 15s were observed parked at the eastern end of the runway, 5 MIG 15s were parked on the airfield in front of the major repair hangar, together with 1 PO 2, 1 IL 2 and 1 PO 2.

Approx 30 ground crew were observed carrying out maintenance work on 4 MIG 15s parked at the eastern end of the runway.

At 0932 hrs, a MIG 15 was started up and run for 3 mins before being switched off.

At 0941 hrs. a MIG 15 took off, carried out directional flying at approx 2500 ft over the radar mast situated at point 61 at App "A", at ROTHUENGL.

At 1003 hrs, a further MIG 15 took off and carried out flights over the radar aerial similar to those described above.

At 1016-1036 hrs: - do -

At 1041-1101 hrs: - do -

On landing, these 4 aircraft were parked in front of Hangar No 3.

Approx 20 GIs were observed picketting the aircraft out.

Flying ceased at approx 1105 hrs.

SECRET CONTROL-U.S. OFFICIALS ONLY

SECRET CONTROL-U.S. OFFICIALS ONLY

- 3 -

(b) B. Night:

26 Aug 52: Weather - Clear starry night; direction of wind from approx 270° at 0-1 mph; cloud cover approx 1/10; cloud base approx 4/500 ft.

Preparations for night flying commenced at approx 1930 hrs.

6 LA 9s were observed parked in front of Hanger No 1; 1 PO 2 and 5 YAK 9s were observed parked in front of Hanger No 3; 10 MIG 15s were parked in front of the major repair hanger; 1 IL 2 and 1 PO 2 were parked at the EASTern end of the runway.

6 red lamps were spaced out on either side of the EASTern end of the runway (see point 54 at App "A").

A lead-in path of approx 7 x 50 cm yellow flares were observed at the EASTern end of the runway.

A revolving beacon was observed near the ranges, which came into operation at 2100 hrs. The beacon flashed at an angle of approx 45° and revolved at irregular intervals, making 5-7 revolutions per interval. The beacon was switched on approx every 10 mins.

At 2041 hrs. 1 IL 2 took off along the runway and flew off on a heading of approx 90°. This aircraft carried no navigation lights.

At 2205 hrs. the IL 2 took off from the runway and flew off on a heading of 270°. Navigation lights were carried on this aircraft.

At 2213 hrs. the IL 2 landed, still without navigation lights.

At 2405 hrs. the PO 2 approached the airfield on a heading of approx 270° and landed.

Night flying then ceased.

W/T and Radar:

- (a) The static W/T station near the ranges remains unchanged.
- (b) The static W/T station situated approx 800 m EAST of the runway is now unoccupied and no longer guarded.
- (c) During the period under review, a small hut has been erected between the runway and the static W/T station EAST of the runway. Two ORs were observed inside the hut who wore head sets. A small piece of radio equipment measuring approx 13 x 30 x 40 cm stood in front of the hut on a table and the ORs were observed to be operating this.
- (d) A radar aerial was erected in the ranges on 18 Aug 52 (see sketch at App "B"). Details of measurements other than those given on the sketch could not be observed. The aerial was observed to be in a different position at each observation.

SECRET CONTROL-U.S. OFFICIALS ONLY

SECRET CONTROL-U.S. OFFICIALS ONLY

- 4 -

- (e) A further radar aerial was erected on 18 Aug 52, approx 400 m from the ranges. A shed stood near the mast which contained a lorry with a single-axled box type trailer. 30Rs, who wore head sets, were observed working in the vicinity of the trailer.
- (f) A further aerial array was observed erected between both the above reported masts. This consisted of a small frame aerial standing approx 6 m high (see sketch at App: "C"). Further details of this array other than the approx height of the mast, could not be observed. It was noted that the aerial array was in a changed position at each observation.

5. Personnel:

It is estimated that the airfield is now occupied by approx 1300 all ranks of the RAF, of whom approx 400 are officers and 900 ORs, including 200 female ORs who are RAF.

Approx 80% of the ORs were RAF: approx 20% of ORs were green/black shds. All ORs wore RAF insignia constructed of either white metal or aluminium. Approx 200 ORs of the RAF wore parachute insignia.

6. Vehicle numbers:

None Observed.

7. Remarks:

- (a) On 16 Aug 52, 7 railway fuel tankers, each of 20000 litres capacity, were shunted onto the airfield siding.
- (b) The large 3-axled box-type vehicle, together with the red painted box used as a target, previously reported, are still in situ at the EASTERN end and SOUTH of the runway.

Key to APPENDIX "A".

- 1 - 2. Hangers
 - 3. Major Repair Hanger,
 - 4. Air traffic control,
- 5 - 7. Messhalls (two storied).
- 8. Garage,
- 9 - 10. Living accommodation (single-storied),
 - 11. Fuel installation,
 - 12. 2-storied living accommodation,
 - 13. Filter plant,
 - 14. Guard room,
 - 15. Boiler house,
- 16-24. Dwellings,
 - 25. Large kitchens,
 - 26. KUNSUM occupied by approx 200 ORs,
 - 27. KUNSUM to be altered to accommodate troops,
 - 28. KUNSUM occupied by approx 200 ORs,
 - 29. BUN dwellings,
 - 30. Accommodation under construction,
- 31-32. BUN dwellings,
- 33. Ranges,
- 34. Brick huts,
- 35. Sentry towers with searchlights,

SECRET CONTROL-U.S. OFFICIALS ONLY

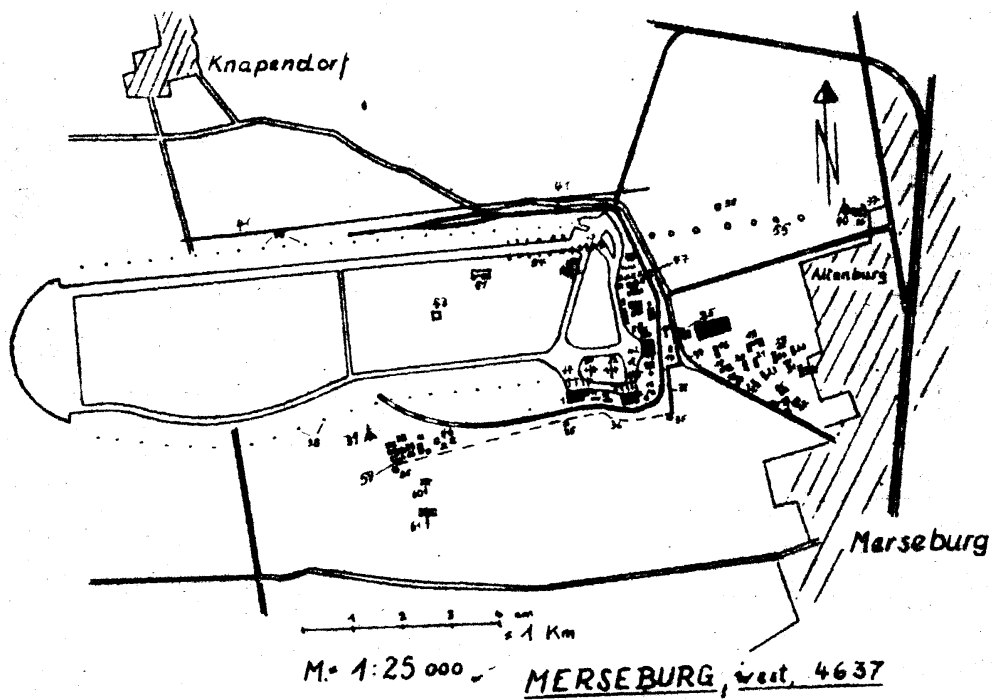
- SECRET CONTROL-U.S. OFFICIALS ONLY

- 36. Wooden fencing,
 - 37. Brick wall,
 - 38. Lighting masts with 2 cables and white lights,
 - 39. Static W/T station,
 - 40. -do-
 - 41. Wooden fence,
 - 42. 1 PO2
 - 43. 9 MIG 15s,
 - 44. 6 LA 9s,
 - 45. 5 YAK 3s,
 - 46. 3 Searchlights, approx 150 cm diameter,
 - 47. 16 bell tents,
 - 48. 12
 - 49. 1 large jeep,
 - 50. 1 IL 2,
 - 51. 1 3-axled large lorry,
 - 52. 1 PR 2,
 - 53. Large red box used as target, measuring approx 4 x 4 m.
 - 54. 12 red lights,
 - 55. 7 approx 50 cm yellow lights,
 - 56. 2 huts, approx 3 x 6 m.
 - 57. 1 loading ramp,
 - 58. 1 hut approx 4 x 4 m.
 - 59. Radar array,
 - 60. Small radar array,
 - 61. Large radar array.
-

50X1-HUM

SECRET CONTROL-U.S. OFFICIALS ONLY

SECRET CONTROL-U.S. OFFICIALS ONLY

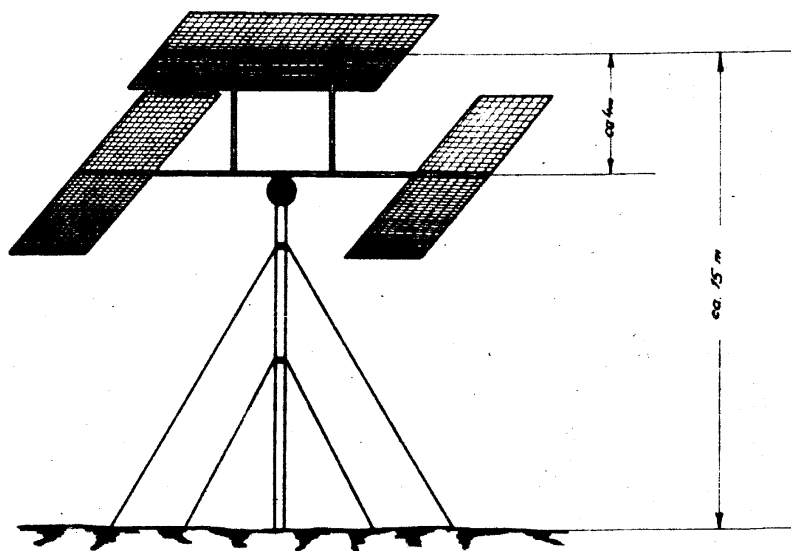


50X1-HUM

SECRET CONTROL-U.S. OFFICIALS ONLY

Neuer Typ eines Funkmeßgerätes

50X1-HUM

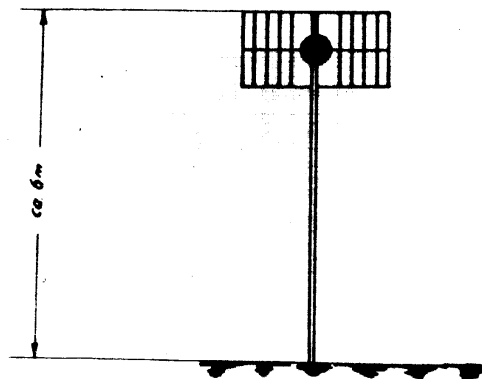


SECRET CONTROL-U.S. OFFICIALS ONLY

SECRET CONTROL-U.S. OFFICIALS ONLY

Appendix "C"

Typ eines neuen Funkmeßgerätes.



SECRET CONTROL-U.S. OFFICIALS ONLY

SECRET CONTROL-U.S. OFFICIALS ONLY